4: Bowen C-5 (1950) 1951 MK2 Maritime Arabs MK2

a headdress—serve as his bedding. The Arab has not been spoiled by soft mattresses and can get a good night's rest on a floor, deck, or hard ground. The *nakhoda*, the mate, and a few selected passengers live on the poop. Sometimes an awning is spread over the poop to keep the burning sun out, and other times it is bare; sometimes a Persian rug is spread on the poop. There is invariably a cabin beneath the poop for the storage of valuable cargo and ship's stores (see Plate 22—top). This cabin is usually only the space between the continuation of the main deck and the poop deck. Sometimes there are doors leading forward, but more often it is simply open.

As there is no below on a dhow, there are quite naturally no toilets below. Dhows do carry toilets, however, in the form of one-holed privies, hung overboard off the poop (see Plate 21—bottom). They are usually on the port side, but are sometimes seen on the starboard; I once saw a large *sambuk* in Aden with two, one to port and one to starboard. These lack the privacy of a privy, and are almost completely open. Freya Stark[87] had to have the captain rig up a special awning for her when she traveled down the South Arabian coast in a dhow.

When the dhows carry passengers they are packed on the main deck like cattle. Living conditions are not too bad without passengers, but with a load of passengers, conditions immediately become foul. Ordinarily the bilge on a dhow is beyond description, but sanitary conditions become unimaginable with a load of passengers who are so packed in that they cannot all hang over the rail in rough weather. Villiers[88] tells of seeing a small 60-foot *bhum* from Oman sailing down the coast of Africa with about two hundred Omani passengers; it was estimated by the Arabs on Villiers' ship that ten of these would die before reaching Zanzibar. Whenever there is a death aboard, the Arabs conduct a hasty sea burial; deaths are never reported to port authorities by the Arabs, for fear of not being cleared.

Although the Arab aboard ship has little concept of time as far as days go, he divides the day into four periods separated by the announcement of the five daily prayers in which all good Moslems religiously indulge. Prayer time is announced by the *muezzin* (prayer caller), who may be any one of the crew or officers. The *muezzin* simply announces the time of prayer, and bears no similarity to a priest or minister, for the Moslems have none of these; their religion is voluntary. The first sound to fall on Arab ears every day is the raucous call of the *muezzin* perched on some

[87] F. Stark, *A Winter in Arabia* (New York: E. P. Dutton & Co., 1940), p. 314.
[88] A. Villiers, *SS*, p. 184.

4:Lebkicher et al U-3 (no date)1952 MJl Saudi Arabia MJl
Maritime Arabs MK2

S.A.
245

Typical date palm garden in the oasis town of Hofuf.

M.A.
172
764

M.A.
228

Unknown burial mounds dating back to ancient times near Awali—Bahrein Island.

Pearl diver with nose-clip preparing to dive beside a pearling dhow.